

MEMO

To: Modeling Task Force
From: Deng Bang Lee
Date: January 22, 2003
Subject: Year 2000 Model Validation

RECOMMENDED ACTION:

SCAG's Modeling Section has completed the initial Year 2000 Validation of the Regional Transportation Model. Modeling Task Force Members are asked to review the model inputs, assumptions, and validation findings and conditionally approve use of the Regional Transportation Model for the preliminary analysis of the Regional Transportation Plan. The Modeling Task Force Subcommittee will work closely with SCAG Modeling Staff to resolve any remaining concerns and review/approve the Final Year 2000 Model Validation Report. The Final Validation Report will be presented at the March Meeting of the Modeling Task Force for approval.

SUMMARY:

SCAG performs a validation of its transportation model at the beginning of every planning cycle for the Southern California Region. A planning cycle is typically three to four years, corresponding to the update cycle of the Regional Transportation Plan. The "base year" for the current planning period is 2000, and year 2030 is the "forecast year". The model validation process is a regular and essential modeling step that supports development of the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the Air Quality Management Plan (AQMP).

The general objective of the 2000 Model Validation effort is to analyze the performance of SCAG's Regional Transportation Model compared to independent sources of data, such as traffic counts (ground counts taken along regional highways within the Region), transit ridership data, and HPMS based Vehicle Mile Traveled (VMT) estimates.

In the past, SCAG has prepared a transportation model validation report for each of the previous planning cycle base years: 1980, 1984, 1987, 1990, 1994, and 1997. The base year of 2000 now replaces the previous base year of 1997. The Year 2000 Travel Survey and Year 2000 Census are the primary data sources used to update the trip generation, trip distribution, and mode choice models. Regional model input assumptions and parameters such as socioeconomic data, transportation networks, and travel behavior data, established during the 2000 validation effort, as well as specific model adjustments made during that effort, will be applied during the analysis and evaluation of the Regional Transportation Plan (RTP).

